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COUNTRY	East Germany		
TOPIC	Neuruppin Airfield		
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT			
DATE OBTAINED		DATE PREPARED	25 August 1954
REFERENCES			
PAGES	ENCLOSURES (NO. & TYPE)		
REMARKS			
This is UNEVALUATED			

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1. Between 1 June and 9 July 1954, MiG-15s practiced flying in elements of two, diving in formations of four, and firing at airborne and ground targets in the northern section of Neuruppin airfield. During July, there was also night flying activity by MiG-15s which fired at towed sleeve targets illuminated by searchlights. 25X1
2. trucks were seen entering and leaving the field: 25X1
mounting a searchlight 25X1
3. The following air activity and aircraft were observed at the field between 9 and 21 July: 25X1
- 9 July. Throughout the day, MiG-15s and U-MiG-15s practiced flying in elements of two, mostly over the clouds, for 30 to 40 minutes duration. There was a closed ceiling and visibility of about 10 km. When formation flying was terminated, the aircraft individually flew through the clouds and came in for landing flying a large bank. Toward evening, a Li-2 took off and headed southeast. 25X1
- 10 July. Throughout the day, there was no air activity probably because of rain and visibility of 3 km.
- 11 July. No air activity was conducted because of frequent rain showers. About 1100, 22 MiG-15s and U-MiG-15s, 2 Yak-11s, and 2 Po-2s were counted at the field. The alert flight consisted of 4 MiG-15s with auxiliary fuel tanks and with a small carriage under the left wing. Two MiG-15 or U-MiG-15s were observed for the first time being parked in shrapnelproof revetments. Only the tips of their tail units could be observed. These two aircraft and the alert flight were included in the 22 MiG-15s counted at the field.
- 12 July. There was no air activity because of rain.
- 13 July. Between 0900 and 1500, flying in elements of two was conducted for 20 to 30 minutes duration. At first, the ceiling was closed, then it became lightly scattered, and visibility was limited to 10 km. 25X1
- During the morning, Po-2s made local flights.
- 14 July. Aircraft took off in elements of two and, while climbing, assembled in formations of four. Then formation flying was practiced over the

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clouds. The ceiling was not entirely closed and there were occasionally light rain showers. After a flight time of 25 to 35 minutes, the aircraft individually pierced the clouds coming down. Between 1000 and 1400, 3 Po-2s took off and landed at the Bechlin auxiliary airfield. At 1045, a Li-2 landed at Neuruppin airfield coming from the northwest.

15 July. Some flights were conducted by MiG-15s and U-MiG-15s during daytime. There were intermittent rain showers. In the afternoon, it rained continuously. After 2030, in spite of occasional rain, firing at towed sleeve targets was practiced while searchlights were in operation. A MiG-15 or U-MiG-15 took off towing a sleeve target fitted on a 100 to 120 meters long rope and climbed to an altitude of 1,200 to 1,800 meters. There, the searchlight of the aircraft flashed up twice. Thereupon, 3 searchlights located south of the field were put in operation and radiated their light to the sleeve target. At the same time, the attacking aircraft flew to the right rear of the towing plane and at the same altitude. As soon as the sleeve target was caught by the searchlights, the attacking aircraft flashed up its landing light twice and then made the first attack at an angle of about 30 degrees firing 3 to 5 rounds probably with the cannon. After the attack, the aircraft pulled off to the right and then repeated the attack. Each aircraft usually fired four times and then drew off toward the left and landed at the field. After the last attack, the searchlights were dimmed, while the towing aircraft flew again in the area south to southeast of the field where another attacking aircraft was waiting to make the same attacks as described above. When the attacks by the second aircraft were terminated, the sleeve target was released over the field and the towing aircraft landed. Subsequently, the next aircraft took off. All of the aircraft involved had set position lights and were fitted with auxiliary fuel tanks. The take-offs and landings were made on the illuminated runway, but without the use of landing lights or ground searchlights.

16 July. Between 0930 and 1430, there was air activity by two formations of four aircraft each. The sky was 8/10 to 9/10 overcast and there were intermittent showers. The aircraft took off in elements of two and landed individually. When the formation of aircraft was being dispersed, the aircraft flying at the left rear of the leading aircraft changed to the right side while the other two aircraft flew in echelon farther to the right rear. In this formation, the aircraft approached for landing.

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17 July. During the morning, only a few individual flights were made while there were intermittent rain showers and drizzle. Visibility was limited to less than 3 km.

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18 July. No air activity was observed. Some Yak-11s and Po-2s and 22 MiG-15s and U-MiG-15s were counted at the field.

20 July. Some high-altitude flights were made by individual aircraft for about 25 minutes duration and some flights in elements of two were conducted at an altitude of 5,000 to 6,000 meters. During the early afternoon, a Yak-11 was aloft, probably as a target representation for light AA guns.

21 July. Between 0845 and 1620, firing at ground targets was practiced. There was a 7/10 to 8/10 overcast and light rain showers. The MiG-15s and U-MiG-15s took off in elements of two and climbed in a left bank while the second aircraft flew at a large distance from the leading aircraft. At an altitude of 1,200 to 2,500 meters, the leader of the element dived at an angle of 40 to 50 degrees approximately over the southeastern edge of the field. A burst of fire consisting of 3 to 8 rounds was given with a cannon, then the aircraft pulled out of dive at an altitude of about 300 meters, and climbed again. While the first aircraft climbed, the second aircraft approached for the attack. During the noon hours, 2 MiG-15s made aerobatics.

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- 25X1 4. On 11 and 18 July, small two-wheel carriages were observed near the aircraft of the alert flight. The other MiG-15s and U-MiG-15s were parked in the hangar area. These carriages were either new or newly painted. They were fitted with pneumatic tires and were about 1 meter long, 70 to 80 cm high and 60 to 70 cm wide each. They were supported by a forked support in front. All of the carts stood near or under the left wing of the aircraft and were connected to the aircraft by a cable or hose.
5. Between 12 and 21 July, the weather was mostly very cloudy and rainy. On some days, there was intensive air activity by MiG-15s and U-MiG-15s which made flights in formations of two and four mostly over the clouds. Firing at towed sleeve targets was practiced during the daytime and also at night on 15 July. On 21 July, diving was practiced at a target in the northern section of the field. Occasionally, Po-2s were aloft. About 0900 on 16 July, a MiG-15 crossed over the town. On 18 July, there was no air activity. In addition to the 4 alert aircraft, 18 MiG-15s and U-MiG-15s were counted at the field.
6. Between 13 and 21 July, MiG-15s and U-MiG-15s practiced flying in formations of two and four for up to 1 hour duration. The weather was usually rainy. During the night of 15 July, firing at towed sleeve targets was practiced while searchlights were in operation. The swept-back jet fighters individually attacked the sleeve target firing 4 to 6 rounds each time. On 21 July, dives were made at a target in the northern section of the field. The aircraft also fired at the target.
7. [redacted] the entire airfield could be observed from the top story of the flight control building. On the roof of the building was an antenna mast which had radiating rods at its upper end.
- 25X1 [redacted] During the afternoon, several officers wearing black linen flying suits over their uniforms carrying helmets and map cases entered the flight control station. At first, they went into a room for a short while, in which a major was sitting. They obviously reported there. Subsequently, they entered another room occupied by about 5 officers. The adjacent room housed a radio installation. After leaving the second room, some officers put slips into their map cases.
1. [redacted] Comment. Houngrappin airfield is occupied by a fighter regiment equipped with about 24 MiG-15s. The pilots still conduct intensive training activity
2. [redacted]
- 25X1 3. [redacted] Comment. The carriages are mobile starting generators which have repeatedly been reported from other airfields in East Germany.
4. [redacted]

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CENTRAL INTELLIGENCE AGENCY

REPORT

CD NO.

DATE DISTR. 29 October 1954

NO. OF PAGES

NO. OF ENCLS.
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

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THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW THE REPRODUCTION OF THIS FORM IS PROHIBITED.

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1. The newly built Soviet motor ship INGUL, about 3,000 GRT, was almost completed and was tied up to the outfitting quay in the Oderwerke Shipyard in Stettin between 5 and 12 June 1954. Another ship was under construction on one of the building slips. Her hull was complete and she seemed to be ready to be launched in about six weeks. Another two newly built ships were moored at the shipyard's quay. Judging by the standard working tempo in Western shipyards, they could be completed in possibly eight weeks.
2. From 5 to 12 June 1954, the Polish landing craft [redacted] were also in the shipyard for undetermined repair.
3. [redacted] according to a new shipbuilding program, six ships ranging between 2,000 and 3,000 tons were to be built at the yard for the USSR, and that two of them had already been completed and were in operation. 1 [redacted] the ship INGUL was due to leave the yard for shakedown runs on 15 June 1954. Another two ships were nearing completion while the sixth ship was still on the stocks. [redacted] no other orders for the construction of new ships were expected after this building program had been completed. No other orders were on hand at the time and, since the shipyard had to confine its activity to repair work, the labor force of the yard was in fear of losing their jobs.
1. [redacted] Comment. The two ships already in operation may be the CHULYM and the TOM, on which reports were previously submitted. [redacted] Comment to this report stated that no Soviet ship by the name of TOM was known. Actually, Soviet S.S. TOM, 2,735 GRT, passed the Kiel Canal in late June 1954. [redacted] however, this ship was built at the Danzig shipyard. It remains to be determined whether the INGUL is a motor ship, as indicated in this report, since the CHULYM and the TOM are steamships.

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